

COUNTRY East Germany Approved For Release 2002/05/07 : CIA-RDP80-00810A001100600001-2TOPIC Stendal-Borstel Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED DATE PREPARED 10 April 1953REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch on dittoREMARKS

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- ☐ 1. The following air activity and aircraft were observed at Stendal-Borstel airfield between 30 January and 18 March 1953:

30 January. Between 9 a.m. and 1 p.m., there was intensive air activity by IL-10s which took off and landed individually.

31 January. Between 9 a.m. and noon, three take-offs were made by nine IL-10s. The planes individually took off at short intervals and assembled in flight wedge formations and later in squadron wedge formation. They landed individually at short intervals. Source observed for the first time that a take-off strip on the landing field was surrounded by white markings.

26 February. At about 1:30 p.m., three IL-10s took off at short intervals. The planes assembled in a flight wedge formation while flying a left bank. The formation circled widely over the field and landed after about 15 minutes. At about 1:40 p.m., 24 ground attack planes were counted in the northeastern corner of the field. Probably, not all the planes available were observed.

5 March. After 9 a.m., there was intensive air activity at the field. About 20 IL-10s were employed.

8 March. Between 1 and 2 p.m., five formations with a total of 30 IL-10s landed at the field.

12 and 18 March. More than 30 IL-10s were counted at the field. Probably, more planes were stationed there. On 12 March, there was intensive air activity by IL-10s up to about 1:30 p.m. Formation flying was practiced on 18 March. ¹

3. The following observations were made at the field between 7 February and 8 March:

7 February. There was air activity at the field after 9:10 a.m. At 10 a.m., 27 single-engine planes were counted at the field.

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8 February. After 9:45 a.m., some of the planes stationed at the field took off and assembled in a formation of twelve. There was a 3/10 overcast and a visibility of about 5 km. The planes landed individually at 10:45 a.m. Eighteen planes including two with the white numbers 14 and 31 took off at about 11:30 a.m.

18 February. Thirty-three planes were counted at the field. Two ground attack planes took off at 10:20 a.m. and landed after 40 minutes.

25 February. At 9:10 a.m., 13 single-engine planes took off, assembled in a formation and headed north. The sky was 2/10 overcast.

3 March. Two biplanes were observed over the field at 5 p.m., while there was a 5/10 overcast and a visibility of about 5 km. The planes flew banks and landed at about 5:15 p.m. Afterward, no more air activity was observed. At about 5 p.m., 35 planes were counted near the hangars.

8 March. At 10:30 a.m., four ground attack planes individually took off and climbed to high altitudes. There was a 4/10 overcast. Four planes landed at 11:10 a.m. After 10:40 a.m., take-offs were continuously made by single-engine planes which flew for about 30 minutes. At noon, a biplane took off and headed west. It did not return to the field up to 1 p.m. At about 1 p.m., 29 ground attack planes were counted at the field. ¹

4. A radio installation consisting of an antenna mast and a small one-axis cart was observed on the western side of the Stendal-Borstel road, opposite the civilian houses. ²
5. Electric wires were being laid to the bunkers of the AA gun emplacements east of the Stendal-Borstel road. ³

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7. The following air activity and aircraft were observed at the field between 15 February and 14 March:

15 February. Thirty-four IL-10s were parked in two rows in front of the hangars.

22 February. At 4 p.m., there was no air activity. Ten IL-10s, some of them with a large space between, were parked in front of the hangars.

10 March. Five IL-10s were observed on the southern edge of the field and 27 IL-10s in front of the hangars. A mobile flight control station with a chequered paint and with a tower, and a radio installation were also observed on the southern edge of the field. Landings were made by one biplane each at 1:55 p.m. and 2:15 p.m., and by an IL-10 plane at 2:12 p.m.

14 March. An IL-10 plane released a sleeve target over the field at 3:40 p.m.

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
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

8. On 14 March, no changes were observed in the AA gun emplacement east of the Stendal-Borstel road. Two groups of seven soldiers each were engaged in gun drill. Two AA guns with an estimated caliber of 20 mm were observed in the AA gun emplacement in the western section of the field near Uenglingen. No activity was observed in the emplacement. ³

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1.  Comment. Stendal airfield is believed to be occupied by a ground attack regiment and an air reconnaissance regiment. The two regiments are probably equipped with about 70 IL-10s planes. It is believed that a portion of these planes is parked in the hangars.

2.  Comment. For sketch of radio installation, see Annex.

3.  Comment. According to another source, three occupied AA gun emplacements are located at the field. See . The presence of three emplacements is believed possible although only one emplacement east of the Stendal-Borstel road was usually reported. This is probably due to the fact that this emplacement can be easily observed.

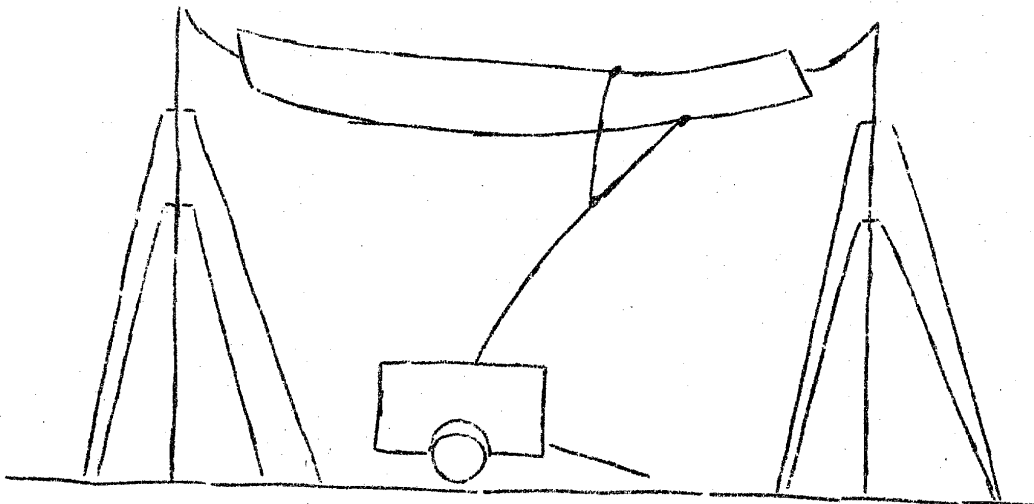
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Annex to

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Radio Installation Observed at Stendal-Borstel Airfield

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